

DEPARTMENT OF TRANSPORTATION

[4910-22-P]

Federal Highway Administration

23 CFR Part 630

FHWA Docket No. FHWA- 2001-11130

RIN 2125-AE29

Work Zone Safety

1. COMMENTS: Yes! There should be a National policy to promote improved mobility and safety in highway construction and maintenance, and this policy should be incorporated into the regulation. Guidelines and best practices are often ignored in the interest of profit and cost analysis.
2. No Comments offered.
3. COMMENTS: No! More complex the less understood and enforced.
4. COMMENTS: The National definition for work zone should be the ANSI definition with the INCLUSIONS and without the EXCLUSIONS because the excluded areas also affect the traffic of all types of mobility and therefore should be included and uniform with the rest of the elements that affect the traffic by creating “Work Zones”. (i.e. Signs and cones placed for cross traffic closed roadways and/or lanes and closed sidewalks, as well as construction traffic turning into (and from) driveways and /or at normally low volume

crossroads does effect the safety of the traffic traveling on the main roadway.

Transportation Planning and Programming

5. COMMENTS: Irregular traffic movements (including lane shifts and realignments) caused by long duration work zones do decrease the pavement life expectancy of the pavement adjacent to the work zones. Long-term work zones should include a corridor plan for rehabilitation of the work zone adjacent pavement.
6. COMMENTS: I have always believed that as population centers increase in size and intensity, the local entity should adopt a policy of establishing utility corridor cross structures in an effort to decrease the need for continually cross-cutting the roadways to facilitate the utility companies' expansion. The utility companies WILL SHARE AND COORDINATE in an effort to minimize their initial investment in these roadway cross-cutting utility corridor structures.

Better coordination and use of the currently available information concerning the type of work, location, time, and duration of future projects by all entities (local state and federal) would improve the public perception of organization in the planning and construction processes.

7. COMMENTS: Utility company cross-cutting structures could be included in the STIP as structures with the ownership belonging to the roadway owner and the expense burden for construction and

maintenance settling on the utility companies using the structures. Cost recovery being offered to the original builder by a system of initial cost and life expediency cost benefit at the time of buy-in.

Project Design for Construction and Maintenance

COMMENTS: Use rules.

8. No Comments offered.

9. COMMENTS: Project schedules should not be drawn-up by ignoring the input of the individuals closely associated with the timetables of ROW and Utility Delays with respect to the necessary and mandated hearing processes and the local court system schedules.

Managing for Mobility and Safety In and Around Work Zones

COMMENTS: The TCP should include traffic management and operations. If a left turn lane is closed, does this not affect the traffic that normally turns left at that intersection? Does the amount of traffic making a left turn at that intersection become influenced by the amount of time the left turn cycle is allotted by the traffic signal present? Will left turn traffic storing in a normally thru lane influence the volume traffic flowing thru the intersection on a “Green” cycle? Since the answers to the above questions is “YES”, then the traffic signal(s) cycles should be adjusted to accommodate the construction work zone present at the intersection(s). A long term left lane closure should be reason to consider a “Detour” to avoid unnecessary frustration, conflict, and accidents at the affected intersection.

10. COMMENTS: TCPs can address security issues, but only if those security issues were used as a basis for how and why that TCP was

planned that way. Security issues should not be a part of the TCP but security issues can be used as factors that shape and formulate a particular TCP.

11. COMMENTS: TCPs should NEVER ALLOW one type of transportation modal to suffer and be ignored for the cost saving or enhancement of another type of modal. I.e.. Temporary work zone traffic signs should never be allowed to be placed on sidewalks, driveways, or railroad tracks just as a matter of convenience to someone other than the pedestrians, business patrons, trains, and other modal users. In the previous sentence the mobility and safety of the other modal users has been compromised by the automobile traffic corridor in an effort to: a) Save money for the contractor, b) Save money for the project owner, c) to effect easy solution, or to d) Harass the non-automobile modal users.
12. COMMENTS: MHTs and TCPs should not be ignored once the project is underway.

In Colorado, CDOT requires that the TCP submitted for any work on State Highways be signed by a Certified Traffic Control Supervisor (TCS). In order to become certified, and individual must have passed a TCS Certification Course offered by either ATSSA or the Colorado Contractors Association (CCA).

13. COMMENTS: Yes.

Public Outreach and Communications

COMMENTS: VMS boards and personal contact persons talking with the stopped traffic can also be used. All of the above should be responsible for informing the public, but one individual should be designated as the “Media Liaison” and all public information should be coordinated through that individual.

15 COMMENTS: Yes, that plan should include what ever it takes to notify the public properly about any disruptions.

Analyzing Work Zone Performance

No comment offered.

16 COMMENTS: No.

17 COMMENTS: No. If all the states used the MMUCC reporting questions and procedures, the work zone accidents would be better defined with regard to whether or not the work zone was responsible for the accident.